

USE OF MORPHINE MAY BETRAY WARNER.

Ch Conspirator of the Gang of Albany Kidnappers Was a Known Slave to Drugs.

Police Have Obtained a Photograph of the Missing Lawyer and Are Shadowing All His Haunts.

at One Time Kept a Hotel on Coney Island—His Stenographer, a Young Woman, Under Unjust Suspicion.

Evidence connecting Albert S. Warner, at all events interested parties enough in New York to keep him safely out of the way if he fell into the right hands at the start. After Warner's police court practice fell



Lawyer A. S. Warner, Chief of the Kidnappers.

The above picture was made from a portrait of the head of the gang that little Johnny Conway and held him for ransom. He has so far eluded the hands of the police, but the coll is tightening around him and he may be in hands of the authorities before twenty-four hours shall have elapsed.

ing the arch-plotter of the affair, graphs of the man have been secured the task of capturing him has to just extent been simplified.

ark on the Albany end of the chase practically stopped, as it has been established that directly after the Warner escaped from that place on cycle. At two places between Albany New York the police claim to have of him, but the trail was lost just there was the most hope of catching

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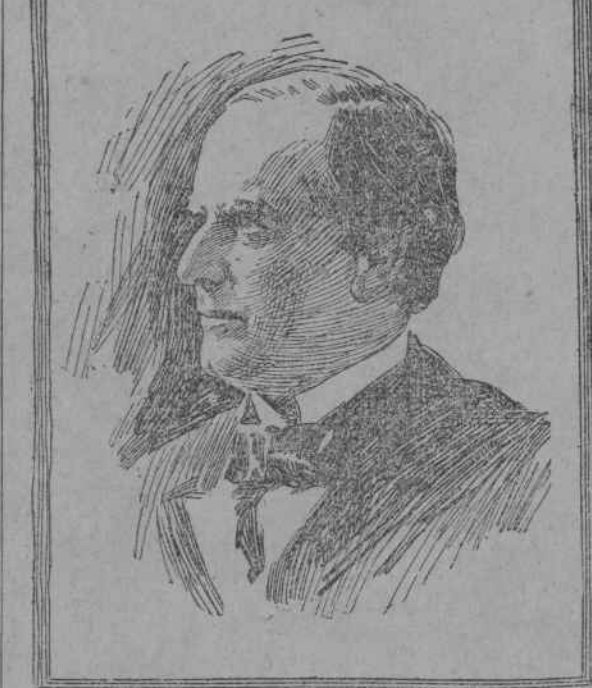
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PRESIDENT REJOICES AT PROSPERITY.



In Common with Every American Citizen

He is Heartily Delighted at the Return of Good Times.

The Present Boom Is Not Spasmodic and the Coming Confidence Means a Great and Lasting Benefit,

Governors and Mayors from the East and West Say

Their People Are Paying Their Debts and

Looking Cheerfully Forward.

HOTEL CHAMPLAIN, N. Y., Aug. 22.—The President, being shown one of the Journal articles on Prosperity, stated that it should be a source of pleasure to every American citizen to know that there was a return of prosperity to the country.

"The cause of the present boom in the West," he said, "is undoubtedly due in a great measure to the large crops and high prices, caused by the failure of crops in other countries. But the fact that prosperity has set in in the East cannot be accounted for in any other way than by the wise policy of the Republican party in restoring a protective tariff.

"The present boom is not spasmodic, but will continue to increase, and not only the manufacturers but the people generally will soon realize that it is only with a protective tariff and a sound financial principles that the country will be prosperous and remain in that condition.

"With the restoration of confidence will come a restoration of prosperity."—From a Statement Made by President McKinley to a Journal Correspondent.

Permanent Prosperity Seems Assured.

Miguel A. Otero, Governor of New Mexico.

Prospects for the revival of business and for increased and permanent prosperity for New Mexico are of the brightest. The Territory has been blessed with abundant rains, and our fruit crop and output of cereals will be the largest in its history. Wool sells for double the amount it brought last year and two years ago, and lambs and sheep are bringing the highest price since the war. Cattle are worth double what they were last year. The sheepmen and cattle raisers have paid off their indebtedness to a large extent, and many have paid it entirely, and start in with clear credit, something that has not been the case for several years.

The ranges for cattle and sheep are in splendid condition, and the outlook for all kinds of stock for the Winter is very good. Lead mining is taking an upward tendency, and our output of lead is increasing, as is that of our coal and coke. The peach, apple and grape crops are immense, San Juan County alone producing about ten million pounds. Dona Ana County producing more, and Bernalillo and Santa Fe Counties are also producing heavy crops. The sugar beet industry is growing and the beet sugar factory in Elddy, in the Mesas Valley, will run to its fullest capacity this season, and the product is estimated at seventy carloads and more.

Gold mining is on the increase. The Territory has more flourishing mills than ever in operation, and the increase in acreage and yield of wheat is great. The merchants of the principal cities, such as Las Vegas, Albuquerque, Santa Fe, Silver City, Raton, Socorro and of the country towns report better business and a very hopeful feeling, and fully believe that better times have commenced and will continue for years.

Paying Debts and a Bright Outlook.

Alva Adams, Governor of Colorado.

silver is a great loss to Colorado, but so rich and diversified are the many resources of the State that Colorado is prosperous in spite of the blow to silver mining.

Colorado this year breaks her record in the produc-

tion of fruit, wheat and gold. Cattle values have nearly doubled in two years. The price and production of lead are a partial offset for the loss in silver. The coal and iron product is fairly satisfactory, our coke ovens and vast measures of anthracite coal add their part to a grand total which gives Colorado the greatest per capita production of native wealth of any commonwealth under the sun.

Rents are low and real estate is still depressed. We are threatened with no boom, our people are economizing, are paying their debts and are looking forward to a bright future.

"Business Is Improving Every Day." Edgar B. Jewett, Mayor of Buffalo, N. Y.—An improvement in business is already noticeable in this section. This is due, in my opinion, to the confidence of business men, bankers and investors in the new Administration, also to the passage of the Tariff bill.

The demand for labor has increased in this city, and money seems to be more freely in circulation. Our merchants tell me that their business is improving every day and our manufacturers are starting up mills which have been practically idle for many months.

The signs of returning prosperity are unmistakable, and I look for a good Fall trade and a still better trade in the Spring.

Present Good, Future Full of Hope.

Miles B. Preston, Mayor of Hartford, Conn.—

The prospects for good business times in Hartford are fair, and that the better influences of business confidence will be felt this coming Autumn is manifest in quickened existing trade conditions. Local causes affecting the farmers of the Connecticut valley, such as heavy floods and crop losses by rain, will be felt by merchants unfavorably in this section, but a belief that the future is to be one of improvement prevails in all circles.

Prospects Good for Fall Trade.

W. G. Rauschenberger, Mayor of Milwaukee, Wis.—

The prospects here are for a good Fall trade.

MINERS MAY CONCILATE.

Conference of Workers and Operators Proposed for To-day, When Plans for Settlement Will Be Broached.

Pittsburgh, Pa., Aug. 22.—There seems to be a fair prospect of getting the operators and miners together in an effort to settle the coal strike by conciliation and arbitration.

President M. D. Hatchford, of the United Mine Workers of America, wired to Organizer Cameron Miller to-night that he would likely be in the city on Monday, accompanied by National Secretary W. C. Pearce, and prepared to meet the operators in conference. The great conflict has reached its critical point. The combination entered into by the operators to import men and break the strike if possible represents 7,000,000 tons annual output, and is backed by an immense amount of capital.

But the miners' officials have not been idle. Rather than offer force to oppose the operation of the mines by imported men, and thus invite a series of deadly riots, President Hatchford will advise that all operators who are willing to pay 60 cents be allowed to start their mines, and that the miners who are employed at the advanced rate under this ruling be taxed a certain amount per ton toward the support of an orderly campaign at the low pits.

The operators are getting desperate. Some of them have immense contracts on hand that must be filled this year in one-half of the time usually allotted for the work. If the strike is not checked within another week some of them will suffer a financial pinch from which they will be slow to recover. The miners' officials say their forces, if kept within the bounds of the law, are light for another month. Unless they get a favorable settlement the strike leaders will advise for a continuation of the strike.

HELP WANTED!—Get the right kind help by using Journal's 20 cents.

MOBS WAR ON JEWS.

Serious Riots Grow Out of Quarrel Between a Jewish and a Bohemian Student.

Pikes, Bohemia, Aug. 22.—The disturbances began on Friday by the fanatical opponents of the Jews were resumed yesterday.

They arose out of a quarrel between a German Jewish student named Hartmann and a Bohemian student named Schmitt.

While the police were escorting Hartmann from the Town Hall an anti-Jewish mob attacked them and smashed all the windows in the synagogue, the Jewish schools and the houses of the best-known Jews.

The authorities called on the military to suppress the riot and a regular system of military patrol was established. An order has been issued forbidding public meetings of any kind.

The town is quiet this evening, but there are disturbances at Sachsen, a suburb of Pilsen, and at Asch, which require the presence of the military.

Thus far five persons have been injured in the riots. It is expected that many additional arrests will be made.

POLICE SUPPRESS REDS.

Disorder Marked the Trafalgar Square Meeting, but Violence Was Quelled.

London, Aug. 22.—The Anarchists held a meeting this afternoon in Trafalgar Square, and the utterances of some of the speakers provoked disorderly scenes.

The police, however, had taken precautions, which effectively prevented any serious developments.

TROLLEY CRASHES INTO A TALLY-HO.

Fourteen Passengers in the Two Vehicles Injured at Ocean and Bay Avenues, Brooklyn.

Coachers Say the Lamps Were Lighted, but President Johnson Who Went to the Scene of the Wreck Denies It.

Driver Turns Full in the Path of an Approaching Car in His Effort to Avoid Another Car Coming from the Rear.

A collision between a trolley car of the Nassau Electric Road and a tally-ho coach carrying thirty-eight men, members of the John J. Palmer, Jr., Association, of Brook-

lyn, took place last night at the corner of Ocean and Bay avenues, in Brooklyn. One man, the driver of the coach, was seriously injured and thirteen others were more or less hurt. The following are the injured: BARRAGE, JULIA, twenty-eight years old, No. 350 Madison street, New York; suffering from shock and contusion of the side.

BERGEN, GEORGE E., twenty-nine years old, No. 180 Seventh ave., Brooklyn; suffering from shock and a broken knee cap.

BRISLER, HANNAH, twenty-two years old, No. 63 Locust street, Flatbush; cut about the face and body; attended at the Holstein Half-Way House, and all the injured were being attended to in the bedrooms of the road house and in the dance hall, where the floor was littered with bandages.

CRANE, JOHN, No. 1068 Hudson Boulevard, Greenfield, N. J.; scalp and facial injuries; removed to Seney Hospital.

CRUICK, WILLIAM, driver of tally-ho, No. 732 Hart street, Greenpoint; fatal internal injuries and fractured spine; Seney Hospital.

COULBERT, FRANK, twenty-four years old, No. 282 North Fifth street; contusion of the leg and scalp wound.

MATHEW, WILLIAM, No. 683 Union street, Brooklyn; fractured right leg; taken home.

PALMER, JOHN, forty years old, No. 22 Throop avenue; scalp wound; taken home.

PRIMROSE, WILLIAM, No. 27 Nockhills street; contusion of the back and possible fracture of the ribs; taken home.

REIDING, GEORGE, Muskegon, L. I.; hands badly cut.

SCHLIFER, HENRY, No. 46 Hilmard street; cut over the right eye.

SEWARD, SAM, thirty years old, of No. 110 South Fifth street; contusion of the hip and scalp wound.

TOMES, ALBERT, thirty-seven years old, of No. 67 Grove street; scalp wound.

TURVET, ED, twenty-two years old, of No. 71 South Tenth street; contusion of the neck and spine; taken home.

Of these five were passengers on the trolley car.

The John J. Palmer Jr., Association held its fourth annual outing yesterday. It was the original intention to start by trolley car from the clubhouse at No. 22 Throop street, but at the last moment the plans were changed and a big six seated brake was hired. About thirty-eight members of the association climbed aboard when the start was made at 8 o'clock in the morning.

It was a gay party—a stag party—for a good time. Six fine gray horses drew the coach, and William Grupp, an experienced driver, held the reins over the coach. He was assisted by his brother, John, also an expert driver. The coach was driven to Sheepshead Bay, and from there the party dined at a lunch at Plum Island, where the day was spent. The return trip to Sheepshead was made at 6 o'clock in the evening.

Didn't Start Immediately. An immediate start for Brooklyn was not made, however. The crowd stopped about two hours at Sheepshead Bay, drinking and variously enjoying themselves, finally clambering on the coach at 8 o'clock. Before the start was made, a member of the party asserted that the driver, Grupp, hit both the lamps, and it is asserted further, that these lamps did not go out previous to the collision.

The return trip was made along Ocean avenue, which is also occupied by the tracks of the Nassau Electric Road, and was not bothered until he had proceeded on his way about two miles. He had then reached the corner of Bay avenue, and was right in front of Henry Holstein's half-way house, where a dance was in progress on the "upper floor."

The attention of those at the dance was attracted to the coaching party, and all hurried to the windows to see the vehicle go by. There was a car coming round the corner immediately behind the coach, and the motorist rang the bell loudly, whereupon Grupp turned out to allow the car to pass. He turned the wrong way to the left and directly onto the down-bound track, upon which a heavily laden car, No. 750, was coming from the city at a high rate of speed.

Spilled All the Passengers. There was a scream from the party in the hotel, another from the coach, and then came the collision. The front wheels of the coach were directly across the track, and the horses were half-way across, the leaders being clear of the approaching car, which merely grazed them. The second team was struck and knocked to one side and the pole team was right under the coach.

The front wheels of the coach were pushed half the length of it, and over went the vehicle, spilling the passengers all over the track. The sudden stop of the coach and the impact of the collision, threw many of the passengers of the car from their feet, and some of those who were standing on the steps along the side were hurled to the ground. Pieces of the wreckage came through the car windows and injured others.

Dr. Hayward, of Franklin avenue, Brooklyn, was in a car just behind the one which came into collision, and he instantly took charge of the work of caring for the injured. It was discovered that the driver had been badly hurt. He was thrown under the coach and was pinned down by the weight of the wreckage. The Holstein Half-Way House was transformed into a temporary hospital, with Dr. Hayward in charge.

A policeman, believing that many had been killed, sent in a call for three ambulances, which arrived from Seney, St. John's and Coney Island Hospitals. Before they arrived other medical men in the neighborhood had been called, and all the injured were being attended to in the bedrooms of the road house and in the dance hall, where the floor was littered with bandages.

Were the Lamps Lit? The ambulance surgeons supervised the work of dressing the wounds of those who had not already been attended to, and nearly all were allowed to depart for their homes. In the midst of the excitement occasioned by the accident President Johnson, of the Brooklyn Nassau road, appeared and examined the wreckage. He took the candles from the coach lamps, and showing them to a policeman, said they had not been lighted during the evening, and that the company was not responsible for the collision, because the motorman could not see the coach approaching.

His statement that the lights had not been lit was disputed loudly by the members of the club, each of whom swore that the lights were burning brightly. Those who saw the coach from the Holstein House could not say whether the lights were lit or not, but they said the coach was in plain view in the glare of an arc light, which is directly in front of the hotel.

G. Crane was the motorman of car No. 750, and Adolph Fisher was the conductor. Crane made his escape after the accident, jumping from the car before the crash came, but the conductor was arrested.

Five Horses Killed. Fisher, in his statement to the police, said the car was going at the usual rate of speed.

This statement, however, does not agree with that of Charles H. Ryder, of No. 179 Linden Boulevard, one of the witnesses. Ryder claims that shortly before the accident occurred the conductor called through the car to the motorman to "Hit her up," which the motorman, according to the testimony of Mr. Ryder, proceeded to do.

Five of the horses were killed. The pole horses were killed immediately, being thrown under the coach. One of the other horses had its leg cut off and was shot on the spot by Policeman Taylor. A fourth horse ran two miles up Ocean avenue with a broken leg, and was captured at Newkirk avenue by Police Captain Worth, of the Tenth Precinct. The fifth horse, a dark horse, was shot by an officer of the S. G. P. A. about an hour after the accident.

President Johnson worked energetically all evening to show that the company was blameless. He brought out the conductor of car No. 907, who said he met the coaching party at the Sheepshead Bay race track a few moments before the accident. He was going toward Manhattan Beach, the coach was bound for Brooklyn.

Says the Lamps Were Unlit. The lamps were not lit, he claims, and the driver was very reckless, scraping against the car and almost upsetting the coach. When he got to Manhattan Beach, he said, he reported the matter to President Johnson, whom he found there, and the president boarded his car and started back along the line with the intent of catching up with the coach. Before he could reach it the second accident had occurred.

The John J. Palmer, Jr., Association is a pleasure or sports club, known in Brooklyn, J. J. Palmer, Jr., president, Charles A. S. Palmer, Jr., secretary, Th. Palmer, Jr., treasurer, and J. J. Palmer, Jr., secretary.